

Amendments to the Specification:

*Please amend the paragraph beginning on page 6, at paragraph 28 as shown below:*

Once a predetermined percentage of a coasting downshift is completed, Mode 2 is complete. In Mode 3, which is the inertia phase, the oncoming pressure is commanded through a closed loop PID controller to follow a speed profile to the downshifted gear. The output pressure command of the PID control is prevented from going below a minimum ~~slope~~ value (clip). A change to an increased minimum clip on the pressure command makes the shift more aggressive under two conditions: First, for a manual downshift it is desirable to have an aggressive feel so that the vehicle noticeably slows in response to the driver's desire for hill braking; and secondly, under a fast vehicle deceleration rate, the shift is completed faster and a more aggressive shift rate is acceptable.

*Please amend the paragraph beginning on page 11, at paragraph 74 as shown below:*

The CPU 122 is part of a microprocessor 130, which includes a read-only memory (ROM)132 containing a calibration table with which an event trigger can be obtained as a function of input torque. A servo-position measurement mechanism can form a part of the transmission 12, as shown at 134, to effect a servo-position voltage signal at 136. The voltage signal can be an indicator of 2/4 brake ~~band~~ torque capacity and may be used to develop an event trigger voltage at 138 to establish the beginning and end of shift modes. An example of a device for sensing friction element torque capacity, based upon servo-position measurement, can be seen by referring to U.S. Patent 6,110,068, which is owned by the assignee of the present invention. Other mechanisms, however, could also be used for establishing a trigger voltage at 138.

*Please amend the paragraph beginning on page 12, at paragraph 87 as shown below:*

The output torque is ~~reached~~ reduced to the second gear level. The engine speed then is pulled down ~~to~~ toward the second gear speed. This results in inertia torque that defines the end of the torque hole shown at 162. An acceleration trigger can be used to reduce the effects of the torque hole by releasing the off-going element at the appropriate time so that the amplitude of the torque disturbance will be minimized.

*Please amend the paragraph beginning on page 14, at paragraph 96 as shown below:*

Mode 1, shown at 184 in Figure 7a, is entered during the next mid-ground loop execution of the transmission controller 130, shown in Figure 3. Mode 1 lasts for a predetermined fixed time and is used to prepare the elements for pressure control. The friction element actuators are filled during Mode 1 by boosting actuator pressure to a high initial value, as shown at 186 in Figure ~~7b~~ 7c. The pressure then is reduced sharply, as shown in Figure ~~7b~~ 7c, to a value 188, which is a function of input speed and torque, from a table in memory.